



General Assembly

February Session, 2002

***Amendment***

LCO No. 4191

\*HB0552704191HR0\*

Offered by:

REP. NYSTROM, 46<sup>th</sup> Dist.

To: Subst. House Bill No. 5527

File No. 134

Cal. No. 97

***"AN ACT EXPANDING THE DEDUCT-A-RIDE PROGRAM."***

1 After line 7, insert the following:

2 "Sec. 2. (NEW) (*Effective October 1, 2002*) (a) For the purposes of this  
3 section:

4 (1) "Civic facility" means any state or local government office or  
5 facility, including, but not limited to, a school, transportation facility,  
6 library, recreational center or open space or place of public  
7 accommodation including a private facility that generates high  
8 pedestrian activity levels;

9 (2) "Pedestrian and bicycle safety plan" means a strategic plan,  
10 adopted, ratified or otherwise accepted by the state or any political  
11 subdivision thereof that identifies pedestrian demand areas, existing  
12 pedestrian facilities, pedestrian hazards, barriers to pedestrian  
13 circulation and level of accessibility with both short-term and long-  
14 term recommendations for the modification of roadways and  
15 pedestrian facilities so as to improve pedestrian circulation, increase

16 accessibility and minimize pedestrian hazards;

17 (3) "Pedestrian facilities" means walkways, including, but not  
18 limited to, sidewalks, highway shoulders, walking or hiking trails,  
19 shared use paths, pedestrian grade separations, crosswalks or other  
20 improvements provided for the benefit of pedestrian travel;

21 (4) "Pedestrian hazard" means a hazard resulting from prolonged  
22 exposure to high traffic volume or speed that may be evidenced by  
23 accident or injury rates which exceed the predicted rate;

24 (5) "Pedestrian safety construction program" means a program that  
25 reduces pedestrian hazards through the improvement or new  
26 construction of pedestrian facilities; and

27 (6) "Traffic calming" means the combination of primarily physical  
28 measures designed to reduce the speed of vehicular traffic, alter driver  
29 behavior and improve conditions for nonmotorized street users,  
30 including, but not limited to, the reconstruction of roadways or  
31 intersections, the reconfiguration of sidewalks or curbs, the  
32 construction of elevated crosswalks or intersections or the installation  
33 of pavement markings delineating travel lanes.

34 (b) Any moneys received or designated for expenditure by the state  
35 pursuant to the Hazard Elimination Program under the Transportation  
36 Equity Act for the 21<sup>st</sup> Century, or its successor, 23 USC 152, shall be  
37 credited to the Special Transportation Fund established under section  
38 13b-68 of the general statutes. Such moneys shall be expended as  
39 follows: (1) Not less than fifteen per cent of the required expenditure of  
40 such moneys by the state pursuant to said program shall be expended  
41 on facilities for pedestrians or other nonmotorized means of  
42 transportation, including (A) the provision of municipal grants-in-aid  
43 for the implementation of pedestrian facilities and traffic calming in  
44 areas of high pedestrian demand; (B) the provision of support and  
45 assistance to municipalities or metropolitan planning organizations  
46 developing and implementing pedestrian safety construction  
47 programs; and (C) expenditures that reflect the needs identified by

48 municipalities or metropolitan planning organizations in their  
49 pedestrian or bicycle safety plans; and (2) not less than eighty-five per  
50 cent of such funds allocated under this subsection shall be expended  
51 on construction projects to increase the safety of pedestrians or other  
52 nonmotorized means of transportation in areas adjacent to civic  
53 facilities with high rates of pedestrian traffic."